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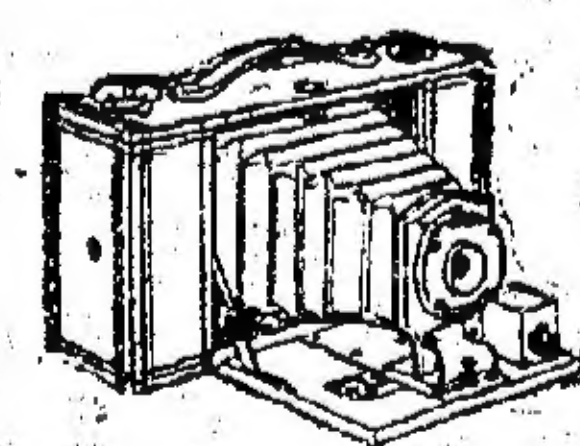


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Hongkong, 1st September, 1910. [a43]

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[25]

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All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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## The Daily Press.

HONGKONG, MAY 4TH, 1911.

ONE of the latest messages from the Captain of the steamer *Asia*, who returned from Shanghai in a tug-boat to the scene of the wreck after the passengers and their luggage as well as the mails had been taken to Shanghai, states that "everything has been looted," and that "the vessel has been gutted by fire—probably by fishermen." In the old days of the sailing ship, when the China coast was not charted as it is to-day, and wrecks were consequently far more numerous than now, there was ample justification for regarding fishermen and pirates as practically synonymous terms, and when the Powers negotiated their first Treaties with China this question of the looting of wrecked ships formed the subject of negotiation, resulting in the inclusion of Articles in all the Treaties whereby China undertook in the event of a wreck to take immediate steps to render assistance to the crew, and take measures for the salvage of the ship and the preservation of her cargo. It is interesting therefore to consider what is the Chinese Government's responsibility for the looting which has taken place on the *Asia*. None of the accounts to hand suggest that any measures whatever were taken by the local Chinese authorities to preserve the property on the

ship from plunder by the piratical fishermen. We may take the Treaty with France as expressing in the most direct terms the obligations imposed on the Chinese authorities in the case of a wrecked vessel. Section 30 of Article 30 of the Treaty of 1858 reads: "If a vessel be wrecked on the coast of China, the nearest Chinese authority, on being informed of the occurrence, shall immediately send assistance to the crew, provide for their present necessities, and take the measures immediately necessary for the salvage of the ship and the preservation of the cargo." The whole [of the circumstances] shall then be brought to the knowledge of the nearest Consul or Consular Agent, in order that the latter, in concert with the competent authority, may provide means for the relief of the crew and salvage of the *debris* of the ship and cargo." The Chinese authorities having jurisdiction in the territory adjacent to Fingher Rock, would seem to have done none

of these things, the result of this neglect being that the ship has been "looted of everything." The fire was probably accidental, for we may safely conclude that the pirates would not burn anything that could be removed from the ship. However, it seems clear that property worth many thousands of dollars has been looted from the steamer, because the Chinese authorities neglected to provide that security which the Treaty was intended to guarantee. In all probability the authorities of the district were entirely ignorant of these obligations, and they either did not have the power, or the necessary sympathy to afford that prompt protection which in all civilized countries would have been the first thought of the local officials. The duty of the authorities does not end, however, with efforts to prevent plunder. According to the Treaty with the United States if a ship be plundered by robbers or pirates, "then the Chinese local authorities, civil and military, on receiving information thereof shall arrest the said robbers or pirates and punish them according to law, and shall ensure, all the property which can be recovered, to be restored to the owners, or placed in the hands of the Consul." It would be interesting to learn how that duty has been discharged in the present instance, and we trust that the British Consul-General at Shanghai, in whose jurisdiction this part of the coast is included, will insist in the strongest possible manner upon the due fulfilment of these obligations on the part of the Chinese Authorities, for though the *Asia* was chartered by an American Company, she was a British ship, flying the British flag and manned largely by British officers.

The death is announced at Nagasaki of Dr. R. I. Davis, who has been practising his profession in that port since 1897.

The Deutsche Asiatische Bank opened a branch at Canton on Saturday on the ground floor of Messrs. Arnold, Karberg & Co's premises.

Another fatal (Chinese) case of plague occurred on the ground floor of No. 8, Jubilee Street, yesterday. This brings the total number of cases to date to 23.

Captain Simon, Private Secretary to H. H. the Governor, who went up to Amoy yesterday on H.M.S. *Thetis*, returned to Hongkong yesterday by the *Haitan*.

Two men attempted an armed robbery at 311, Queen's Road Central on Tuesday, but the inmates raised the alarm and blew a police whistle, and the men ran off.

Mr. Mars, the American aviator, is still giving aviation displays in Japan, and Mr. Curtis, another well-known American aviator, is expected in Japan at the end of the present month.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—

Dairy Farm Co., Ltd. \$100

The police have been informed of a highway robbery which took place at a village between Pingshan and Tripe on Tuesday morning. Three men held up a woman and robbed her of \$47 in money, afterwards escaping into Chinese territory.

A stabbing affray took place at Sai Wan Ho market on Tuesday. A quarrel arose among stallholders and the caretaker of the market lifted a butcher's stool and prodded one of the men on the ribs with it, inflicting a wound which necessitated his removal to the hospital.

Chief Detective Inspector J. W. Hanson, who was recently the recipient of the King's Medal, is retiring on pension. Mr. Hanson has been in poor health of late, and acting under medical advice he leaves for Home by the next English mail. His departure will mean a material loss to the police force of the Colony, and his colleagues will regret the departure of one who is generally esteemed.

Mr. James Miller, a director of Messrs. Adamson, Gilliland & Co. (Limited), East India merchants, of 2, Billiter Avenue, and of Singapore, who died on February 16, aged sixty-eight, left estate valued at \$236,642 gross and at \$356,186 net.

We have received from the Netherlands Consulate-General a copy of the programme of proceedings in connection with the Fibre Congress to be held at Soerabaya, Java, during July and August. Reduced steamship freights on certain lines are announced.

A Chinaman who was banished only on the 20th April last had the hardihood to return to the Colony the other day, but he was recognised when he went back to his old haunts and arrested. For returning from banishment he was yesterday sentenced to six months' imprisonment and four hours in the stocks.

A coolie who was engaged to carry a passenger's luggage on board the *Prins Ludwig* yesterday took advantage of the occasion to steal a length of hose. He was discovered and was brought before Mr. E. R. Hallifax, who sentenced him to three months' imprisonment and six hours in the stocks.

A marriage has been arranged, and will shortly take place, between Reginald Guy Hannam Henderson, Lieutenant, R.N., younger son of Commander John Hannam Henderson, R.N. (retired), Tenby, South Wales, and Islay Edith Campbell, second daughter of the late Mr. Rhoderick McNeil Angus Campbell and Mrs. Rhoderick Campbell, Shanghai, China.

The foreign population of Yokohama is shown by the latest returns to be 9,223, including 6,217 Chinese. Of the other nationalities the British rank first with 1,590. Compared with the returns of five years ago the total foreign population of the port shows an increase of 1,614. Yet it is frequently said that foreigners are being driven out of Japan by Japanese competition.

The hearing of a charge of murder proffered against two men who are accused of doing to death a compatriot on the steamer *Kuonjen* last month on the way down from Canton was commenced before Mr. J. R. Wood at the Magistracy yesterday and remanded. It was alleged that the defendants with others quarrelled with the deceased because he was understood to have engaged them for work in Hongkong and afterwards told them they would have to go to Singapore.

The plague panic which held Harbin for nearly three months was, says the *Manchuria Daily News*, followed by a war scare which completely disorganized the trade system of that Russian centre. The proprietors of the leading commercial firms sent their families home to Russia or to Vladivostok, and the residents were haunted by nightmares of some impending disaster until the pending questions between Russia and Japan were settled recently and a general proclamation was issued by the Russian authorities to the populace to follow their avocations in peace.

A Chinese appeared before Mr. J. R. Wood at the Magistracy yesterday charged with harbouring a married woman contrary to the law of China. It was alleged for the prosecution that the woman had left her husband in the country six months ago and proceeded to Samohun, where she married the defendant. All went well until a few days ago she took a trip to Hongkong, where she was recognised by a countryman and information was given which led to the arrest of the man with whom she was living. Mr. Otto Keng Sing appeared for the defence and the case was remanded.

## THE CORONATION.

DEPARTURE OF THE COLONY'S DELEGATES.

The Hon. Sir C. P. Chater, C.M.G., and the Hon. Mr. Henry Keswick, the Delegates of the Colony to the Coronation, left for London yesterday morning, travelling to Genoa by the N.D.L. steamer *Prinz Ludwig*. A large gathering assembled at the Hongkong Club at eleven o'clock to bid them bon voyage.

## THE CHARTERED BANK.

OPENING OF THE CANTON BRANCH.

On Monday last the new premises of the Chartered Bank of India, Australia and China were opened in Canton in the presence of the Consular bodies, representatives of all the firms, and the remainder of the community which makes up the European Settlement on the Shamoen.

At noon Mrs. T. E. Griffith opened the doors of the Bank with a silver key, and formally declared the building open. Refreshments were served in the Manager's room, during which Mr. J. W. Jamieson, C.M.G., the Consul-General, wished success to the Bank in a happy speech, to which the Manager (Mr. A. S. Howett) briefly responded. The building was then inspected, and the gathering dispersed on the report of the rush of the Shamoen Guard into the British Concession.

The Bank, which has been built by Messrs. Howarth, Erskine & Co., Ltd., from the designs of Mr. C. A. Thomas, forms a handsome and notable addition to the structures in the Settlement. It is situated in the Central Avenue.

## LATEST STEAMER MOVEMENTS.

The P.M.S.S. Co. ste *Siberia* sailed from San Francisco on the 3rd inst. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 30th instant.

The P. & O. S. N. Co's ste *Nore* arrived at London on the 2nd instant a.m.

The I.G.M. ste *Lutetia*, which left here on 5th ult. at noon, has arrived at Genoa, on the 2nd inst., at 7 a.m.

## TELEGRAMS.

[Protected by the Telegraph Message Copyright Ordinance, 1894.]

[REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS."]

## PERSIAN AFFAIRS.

LONDON, May 3rd.

A Teheran telegram states that the Mejliss has passed the Bank loan after prolonged and vehement discussion.

It is understood that negotiations are in progress between Russia and Persia for the construction of a railway from Julfa to Tabriz.

## GERMAN ANTARCTIC EXPEDITION.

LONDON, May 3rd.

The German Antarctic Expedition sails from Hamburg to-day on board the specially equipped barque "Deutschland," and proceeds first to Buenos Ayres.

## THE SITUATION IN MOROCCO.

LONDON, May 3rd.

A Tangier message states that the news that the French column had left Casablanca and Rabat for Fez has excited the Gharr tribes, who are proclaiming Jihad as ruler.

## THE VETO OF THE LORDS.

LONDON, May 3rd.

In the House of Commons, the committee of the whole House by 209 to 195 votes adopted the second principal clause of the Veto Bill, which provides that bills other than money bills, if passed in three successive sessions by the House of Commons, shall become law without the consent of the House of Lords on the Royal assent being given.

LATER.

Clauses 3, 4, 5 and 6 of the Veto Bill have been passed by the House of Commons.

## THE INTERNATIONAL LOAN FOR MANCHURIA.

JAPANESE INDIGNATION IN MANCHURIA.

The *Tokyo Asahi* has received a long telegram from Mr. Nakaniishi, at Mukden, who, stating that he represents the Japanese civilian residents in Manchuria, expresses their uncontrollable indignation at the heinous incapacity of the Tokyo foreign authorities, which has led to the consummation of the Four Powers' loan to China. The gist of the message is that the first gap has been made to allow of the entry and interference of the Powers with Japan's administration in Manchuria, and that what is bound to follow is the re-purchase by China, aided by the Powers, of the South Manchurian Railway, which will lead to the wholesale evacuation of the Japanese from Manchuria. This is the most greatest humiliation to the return of the Liautung Peninsula. The telegram concludes with the remark that the whole Japanese population in Manchuria are indignant at the disgraceful incapacity of Tokyo foreign authorities.

## CHINESE PORK.

In the House of Commons on the 10th ult. Mr. Fell (Great Yarmouth, Opp.) asked the President of the Local Government Board if he had evidence that the immense shipments of Chinese pork now being made to this country all come from the Yangtse Kiang Valley, as reported by the Consul at Shanghai; if he had evidence that there was no plague or pestilence prevailing in or near any of the districts from which the pork now comes; and if he had received any recent reports from the Consul on the subject.

Mr. Burns (Battersea)—According to the information which I have received, the pigs are obtained from that part of the Yangtse Valley from which most of the pigs have hitherto been derived. No plague has been reported from this part of China during the present epidemic. This most recent Consular report, I think, that which was presented in August last.

Mr. Fell asked whether, having regard to the fact that this pork came from China and that plague was raging there, he would get a further report from the Consul.

Mr. Burns—I am willing to consider that question, but we are hopeful of sending one of the Local Government Board doctors who are at present in China to the place where the pigs are bred and where this pork is prepared.

An hon. member asked whether there was not foot-and-mouth disease in this district.

Mr. Burns—Not to my knowledge. (Laughter.) It is only right that the hon. member should know that the plague is not nearer than 800 and 1,200 miles respectively from the spot where the pigs come from.

## SUPREME COURT.

Wednesday, May 3rd.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR FRANCIS FEGGOTT (CHIEF JUSTICE).

CLAIM FOR AN INJUNCTION.

Frederick Reischmann, proprietor of the Grand Hotel, v. Mary Uehmann, proprietress of the Station Hotel, Kowloon, was a claim by the plaintiff for damages for the breach of a covenant made by the defendant with the plaintiff on November 18th, 1909, whereby defendant covenanted that she would not at any time thereafter either by herself, or in connection with any other person or persons, carry on the trade or business of an innkeeper, publican or restaurant keeper within the Colony of Hongkong. Plaintiff also moved for an injunction to restrain the defendant from carrying on the business of the Station Hotel at Kowloon.

Mr. Eldon Potter, instructed by Mr. J. H. Gardiner, appeared for the plaintiff, and defendant was represented by the Hon. Mr. H. E. Pollock, K.C., who was instructed by Mr. M. Reade Harris (of Messrs. Wilkinson & Grist).

Mr. Potter, in opening the case for the plaintiff, said that on November 18th, 1909, the defendant, who was then proprietress of the Oriental Hotel, assigned all her interests in that hotel to the plaintiff. The hotel has since been renamed the Grand Hotel. Plaintiff paid the defendant the very substantial sum of \$30,000 for the good-will of the business. In addition to that sum he paid a further \$6,000 more for furniture, fittings, wines, etc. So that in all plaintiff paid the very substantial sum of \$36,000 to the defendant for her interest in this hotel.

Mr. Pollock—I am not prepared to admit this \$36,000. I know nothing about it. (To Mr. Potter)—Do you suggest that this \$36,000 was paid to us?

Mr. Potter—Yes.

Mr. Pollock—There is no evidence of it.

Mr. Potter—On the face of the assignment the consideration is the sum of \$30,000.

His Lordship—Then we will take it at \$30,000.

Mr. Potter, continuing, referred his Lordship to the covenant in the assignment which restrained the defendant from trading, which was made on November 18th, 1909. About eight or nine months after that date it would be found that it was clear that the defendant was taking part in establishing another hotel, called the Station Hotel, at Kowloon, which was opened on March 1st, this year. The object of this covenant—it did not think it would be suggested that it was an unreasonable one—was to prevent the defendant, who was well-known in Hongkong, from starting an opposition hotel or assisting in such a way as to injure the plaintiff's property.

His Lordship—Is the Station Hotel in Kowloon in opposition to the Grand Hotel?

Mr. Potter—It is in opposition by reason of the fact that it is another hotel.

His Lordship—How can a hotel in Kowloon be in opposition to a hotel in Queen's Road?

Mr. Potter—Because this lady is well-known to the German community. Plaintiff, who is a German, hoped to get the German custom when he bought the Grand Hotel, but the tendency is for this lady to take that trade away.

His Lordship—It seems to me difficult to bring one's mind down to the position of any rivalry.

Mr. Potter—Hongkong is not a large place. There are not so very many hotels, and when a well-known hotel keeper suddenly starts across the water the result is that she will injure another person's business. The only question your Lordship has to decide on a covenant such as this is whether it is a reasonable one or not.

His Lordship—No, the question before me is the granting of an interim injunction; and the question is whether I can restrain the defendant from doing this when I should have thought damages would have amply compensated.

Mr. Potter—No hardship will be inflicted on the defendant, if her story is true, by the granting of an injunction. Her case is that her husband is the owner of the hotel. I think your Lordship will find this lady is endeavouring, in every way she can, to defeat the objects of this clause in the covenant. She has been connected with the licensed trade of Hongkong for about 25 years. Her husband is a clerk in the Norddeutscher Lloyd godowns, and within nine months after the sale of this hotel to the plaintiff, that clerk in the Norddeutscher Lloyd Co. is apparently suddenly seized with a desire to become a hotel owner. He still retains his position with the Norddeutscher Lloyd, but he becomes the licensee of the Station Hotel.

Mr. Pollock—He is not the licensee.

His Lordship expressed a desire to hear the affidavits filed in the case, and Mr. Potter read them.

His Lordship remarked, with reference to the interim injunction, that he did not see any likelihood of damage being caused to the plaintiff by reason of the defendant starting a hotel at Kowloon.

Mr. Potter—Assuming there may be damage proved, this is obviously a case in which an interim injunction would be granted. The damage consists in our customers leaving us and going to the hotel at Kowloon.

His Lordship—You will have to prove that. There is nothing in the affidavits to lead one to suppose that there will be any damage.

Mr. Potter—Look at the other side of the question: here is a woman who has got \$30,000 from us, and she binds herself not to carry on any other business.

His Lordship—All that may be a very potent argument in the action; but not for an interim injunction.

Mr. Potter—Your Lordship will grant an interim injunction unless you come to the conclusion that the plaintiff's remedy is really in damages. In a case like this I submit that it is not. Damages are not essential to this action at all. The plaintiff is entitled to this injunction restraining the defendant, if in fact she has broken her covenant. Defendant says she is not the owner of the hotel, but an employee. Our own submission we are entitled to an interim injunction.

His Lordship—If I grant an interim injunction on that ground I can only do it because I believe your view of the case. I think the Court has to avoid expressing any opinion which would prejudice the action when it comes on.

Mr. Potter—In every case in which an interim injunction is granted the Court must assume that the plaintiff has made out a *prima facie* case.

His Lordship—I think not. The principle of an interim injunction is this: assuming the plaintiff's claim is perfectly justified and it is probable he will get judgment, yet he will not be entitled to an interim injunction merely on that ground. An interim injunction is to prevent irreparable damage being suffered.

Mr. Potter—If, in fact, this woman has injured our trade, that is damage, and we are entitled to recover pecuniary damages. And the damages will be irreparable, because it means that until this action comes on for trial the defendant can take our customers away from us.

His Lordship—An interim injunction is a special remedy to prevent damages occurring which cannot be set right until you come to action.

Mr. Potter—Just so, and this is just the very case in which damages cannot set the matter right, because the defendant will have taken our custom, and damages cannot bring it back again.

His Lordship—This action could be tried within a month.

Mr. Potter—If it can, why not help us for the month?

Mr. Pollock—We are prepared to try it as soon as my friend likes.

His Lordship—I cannot try it next week, but I can try it after the Assizes.

Mr. Pollock—We are prepared to show that the defendant has done nothing against the covenant.

His Lordship—You can have a day directly after the Assizes.

Mr. Potter—It may be possible that we shall apply for a jury.

Mr. Pollock—I could not consent to a jury, because it is purely a question of law. My learned friend is going to argue it, apparently, as a matter of sentiment, but it is a question of law, and of very dry law.

Mr. Potter—The law is—

His Lordship—We are not discussing the law. I will consider the question of a jury when application is made. The interim injunction will be refused, the question of costs reserved, and the hearing of the action fixed on a date after the Assizes.

## SHANGHAI RACES.

THIRD DAY.

[FROM OUR OWN CORRESPONDENT.]

THE GREAT NORTHERN PLATE. Seven Furlongs.

Mr. Paigenton's Marango, Johnstone ... 1  
Mr. Spero's Sandringham, Burkill ... 2  
Mr. Marshall's Willow Tree, Vida ... 3  
Dead  
Mr. Dargor's Just in Time, Cumming's heat  
Time 1m. 45 3/5 secs.

THE RUSSIAN PLATE.—One mile and a quarter.  
Mr. Dargor's Chefoo, Cumming ... 1  
Mr. Marshall's Ebony Tree, Vida ... 2  
Mr. Aorplane's Rounding, Dalgarno ... 3  
Time 2m. 38 secs.

THE SHANTUNG STAKES.—A forced entry for all Subscription Griffls otherwise entered at this meeting. One mile.  
Mr. Gonsome's Siles, Laurence ... 1  
Mr. Glenday's Craftsmen, Burkill ... 2  
Mr. Hobbs' Onistill, Cumming ... 3  
Time, 2m. 07 3/5 secs.

THE PAIR-MUTUEL.—One mile and a half.  
Mr. Spero's Sandringham, Burkill ... 1  
Mr. Perry's Per, Schuur ... 2  
Mr. Staudish's Worcester, Laurence ... 3  
Time 3m. 03 3/5 secs. Record time.

THE RACING STAKES.—One mile.  
Mr. Stubb's Merghiston, Moller ... 1  
Mr. Mohawk's Silver, Morris ... 2  
Mr. Buxy's Parlo d'or Rose, Burkill ... 3  
Time 3m. 46 2/5 secs.

THE YANDEZ CUP.—One mile and three quarters.  
Mr. Buxy's Royal Rose, Burkill ... 1  
Messrs. Oswald and Hunter's Resilient, Johnstone ... 2  
Mr. Stubb's Pegasus, Moller ... 3  
Time 3m. 46 2/5 secs.

THE MASONG STAKES.—For China Ponies, being bona fide Griffls of this Meeting that have run and not won a Race. One mile and a quarter.  
Mr. A. D. Bell's Morrisk, Moller ... 1  
Mr. P. Drehtung's Hermes, Fok ... 2  
Mr. Paigenton's Axiel, Grayrigg ... 3  
Time 2m. 41 3/5 secs.

THE CONSOLATION CUP.—One mile and a quarter.  
Mr. Dargor's Just in Time, Cumming ... 1  
Mr. East's Minstrel, Alderton ... 2  
Mr. Diok Turpin's Viscount, Dalgarno ... 3  
Time 2m. 41 3/5 secs.

THE CHAMPION SWEEPSTAKES.—One mile and a quarter.  
Mr. Glenday's Foreman, Burkill ... 1  
Mr. H. Argyle's Hankow, Morris ... 2  
Mr. E. A. Sloe's Stadocone, Laurence ... 3  
Time 2m. 37 2/5 secs. [Record time is 2.33 4/5]

THE NIL DESPERANDUM CUP.—Seven Furlongs.  
Mr. Kronstabs' Chibby, Johnstone ... 1  
Mr. Vovay's Odin, Moller ... 2  
Mr. Criterion's Kent, Dalgarno ... 3  
Time 1m. 48 4/5 secs.













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times particularly trying to ladies, but your pills  
give tone and vigour, and overcome these  
troubles. I always recommend them to my  
friends as a safe and reliable corrective and  
promoter of regularity.

I am, dear Sir,

Yours very truly,

Mrs. E. DE LAFOURNAINE.

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Anemia, and various diseases in adults  
and children.  
IN CAPSULES, IN WINE, AND IN SYRUPTHE COMMERCIAL FUTURE OF  
GREAT BRITAIN.

## COLONIAL INSTITUTE SCHEME.

The interest which is being taken in the  
future of British trade, concerning which Lord  
Furness has contributed two noteworthy letters  
to *The Times*, is steadily growing, and it is  
satisfactory to learn that the new scheme by  
means of which the Royal Colonial Institute  
desires more closely to ally its activities with  
British trade expansion has received a cordial  
welcome in commercial circles.The Committee of the Institute charged with  
the carrying out of the educational programme  
outlined in *The Times* on March 18 will hold  
its first meeting to-day and, encouraged by the  
favourable reception accorded to the scheme,  
arrangements will be made to begin active work  
at once. Mr. Ben H. Morgan, a member of the  
Council of the Royal Colonial Institute, who  
has served as Trade Commissioner for the  
Manufacturers' Association in Australia, and  
South Africa, has been closely identified with  
the new movement, and has now made a state-  
ment which adds to the information available  
to the work which it is intended the Colonial  
Institute Committee shall undertake.

## A NEW FIELD OF WORK.

It is certainly a singular fact that until now  
the Institute has paid little or no attention to  
questions affecting trade, shipping, or finance,  
but the broadening out in the character of the  
membership has increased the representation of  
the merchant, manufacturing, engineering,  
and shipping interests, and it has been realized  
that the Institute has open to it useful work  
on the commercial side. With the object of  
centralizing the trade of the Empire, several  
suggestions have been put forward, and Mr.  
Morgan emphasizes the value of the lead given  
by Lord Furness. His own view is that the  
strongest link of Empire in the future will be  
the trade link of legitimate self-interest. The  
fact that the Overseas Dominions are being lar-  
ge populated, more particularly in the case of  
Canada, by settlers of foreign blood is referred  
to as suggesting the gradual weakening of the  
tie of sentiment and the necessity for strengthening  
and cementing trade relations if we are to  
maintain our supremacy in Colonial trade. The  
new Committee of the Institute will work with  
that end in view. The members already elected  
are representative of important interests in the  
electrical, shipbuilding, engineering, iron and  
steel, silk, and other industries, and steps will  
be taken to secure representation upon the  
Committee of all the leading commercial centres  
of Great Britain.The next step will be arrangements for a series  
of lectures before Chambers of Commerce in each  
of these districts, with the object of arousing  
interest in our trade in the Overseas Dominions.  
It is hoped that the first of these lectures may  
be given before the London Chamber of Com-  
merce at an early date, and, in view of the  
presence in London this summer of many im-  
portant representatives of the Overseas  
Dominions measures are being taken to secure  
the greatest advantage of their services in this  
connection.

## ONE COMPANY LAW FOR THE EMPIRE.

Another subject which it is proposed shall  
occupy a prominent place in the programme is  
the diversion of some portion at least of the  
stream of British capital now being invested in  
foreign countries, into Colonial securities and  
undertakings. To encourage British invest-  
ment in Colonial enterprises for the betterment  
of trade relations the extension of the British  
company law to all the Colonies has been ad-  
vocated, and this reform is one, it is thought,  
which the Committee of the Institute might  
properly include in its programme.Another piece of work which it is believed  
could be undertaken by the Committee relates  
to the co-ordination of the statistical systems  
of the Empire, in order that the comparisons  
yielded by trade reports shall be made of real  
value to those engaged in the task of cementing  
trade ties with the outlying portions of the  
Empire. The reforms which have been sug-  
gested are the fixing of a common date for the  
trade returns, the extension of the British  
methods upon which statistics are collected,  
and the use of identical forms for  
Customs entries. One reform which has been  
strongly advocated is the raising of the pro-  
portion of the factory cost of goods—at present  
fixed at 25 per cent.—to entitle them to claim  
the preference accorded to British goods to a  
much higher percentage. Some of the goods  
which at the present time claim the benefit of  
the 25 per cent. clause are, except for painting,  
labelling, and handling, wholly of foreign  
origin. The proposal made by Mr. Morgan,  
and recently submitted to a meeting of the In-  
stitute, is that a Committee of Empire statisti-  
cians should be created and entrusted with the  
task of devising the common system. The  
experience of Mr. Morgan, as Trade Commis-  
sioner, is that the Australian statistical system  
is the best which has yet been devised for use  
within the Empire.—*The Times*.

## BIG ENGINEERING FEAT.

FESTIVITIES AT PIERING OF  
LORETSBERG TUNNEL.At the Alpine villages of Goppenstein and  
Kandersteg there was no sleep last night, wrote  
a Geneva correspondent on the 4th ult. The  
inhabitants, much excited, awaited the piercing  
of the Loretzberg, third longest tunnel in  
Europe. The piercing took place at 3.50 this  
morning, although an hour earlier Chief-  
Engineer Moreau, who, dressed as a workman,  
himself worked a perforator throughout the  
night, pierced a small hole in the barrier, and  
was presented with a bunch of Alpine flowers  
by his colleague, Engineer Rothpletz, who is in  
command on the north side. The chief engineer  
passed through the small opening first, and  
embraced his colleagues, and the others followed.  
The work is a great engineering success,  
as the measurements agree to the inch. In  
honour of the event 101 cannon shots were fired  
at Bern this morning. Many fêtes have been  
arranged for the next two days. The tunnel  
will not be opened for traffic before the end of  
1912.The Loretzberg, according to the original  
estimate, should have been eight and a half miles  
long and built in four and a half years, but in  
July, 1908, the River Rander entered the tunnel  
and drowned 25 Italian workmen, and a new  
route, half a mile longer, had to be constructed,  
at a greater cost. On March 1, 1907, the tunnel  
was commenced, and the contract time to com-  
plete it was September 1, 1911, so that the en-  
gineers are several months in advance, and the  
preparations for fêtes in honour of the event are  
already prepared. A double-track electric line  
will pass through the tunnel, which joins the  
Bernese Oberland to the Valley of the Rhone,  
and Bern and Brig, in a direct line via  
Frutigen and Goppenstein.

## MILITARY NEWS.

General Polo-Carew in his maiden speech in  
the House of Commons said he would like to  
ask the Secretary for War if he were satisfied  
with the garrisons we had at Hongkong, Singa-  
pore, Ceylon, and other stations in the East.  
For instance, had one of the Inspector-Generals,  
who were always travelling about in semi-regal  
state—(laughter)—advised the right hon. gentle-  
man that he was satisfied with the position at  
Hongkong?The British Military authorities have decided  
to provide all units with travelling kitchens, for  
the purpose of providing troops on the march  
and in the field with hot meals. To this end  
experiments are being carried out at Woolwich  
to discover the best type of travelling kitchen.  
More extended trials of a limbered type of  
wagon will be carried out, and when the  
pattern has been finally settled issues to units  
will follow in due course. In view of the fact  
that many units are providing themselves with  
travelling kitchens out of private funds, the War  
Office has issued a memorandum that when  
the Service pattern has been issued no applica-  
tion to take over these private kitchens will be  
entertained.A White Paper was issued last month show-  
ing the state of the military forces in the United  
Kingdom on June 1 last. It states that the  
numbers of officers and men qualified for an  
expeditionary force on that date, after the usual  
deductions on account of age, service, and  
sickness have been made, were 10,604 officers  
and 261,431 other ranks, made up of Regulars,  
6,703 officers and 95,953 other ranks; Regular  
Reserve, 1,932 officers and 116,815 other ranks;  
Special Reserve, 1,949 officers and 43,713  
other ranks. The gross number serving at  
home or in the Reserve on June 1, 1910, were  
20,423 officers and 536,811 other ranks. Of  
these 6,703 officers and 124,120 other ranks were  
Regulars, 1,932 officers and 136,476 other ranks  
were in the Regular Reserve, 1,949 officers and  
65,106 other ranks were in the Special Reserve,  
and 9,819 officers and 261,103 other ranks were  
in the Territorial Force, including the Ter-  
ritorial Reserve.The "crimeon and gold sash," costing from  
£5 to £7, which the War Office had commended  
to be worn on Review occasions by all com-  
missioned officers has been killed. It received its  
death-blow at the close of Wednesday's sitting  
of the Commons, when a number of Service  
members and others raised a debate on the  
matter for adjournment. It has been inter-  
posed by written answer of Colonel Seely sent to  
Mr. Sandys, which declares "the  
order concerning this sash has been cancelled." *Colonel Seely* is still unable to say if those  
officers who have already purchased the sash  
will be reimbursed, but he will probably say so  
in answer to Mr. Ian Malcolm.General Sir H. Smith-Dorrien has issued an  
important order warning Army footballers  
against being bought out to become professional  
players, as, according to the established rules  
of the Football Association, such men cannot be  
eligible for service months. General Smith-  
Dorrien notices officially that several cases have  
been brought to his notice where men so pur-  
chased from the Army under this misunderstanding  
have, instead of earning a living wage,  
found themselves stranded for twelve months.The following Royal Warrant relating to  
gratuities to officers and to widows and children  
of officers is contained in Army Orders issued  
last month:"Whereas We deem it expedient to lay down  
a scale on which the gratuities granted to officers  
of Our Army wounded in action or in the per-  
formance of military duty otherwise than in  
action shall be calculated, and to amend the  
scale of gratuities for widows and children of  
officers in Article 513 of the Warrant of his  
late Majesty, dated the 1st day of December,  
1909, for the Pay, Appointment, Promotion, and  
Non-effective Pay of Our Army, Our Will and  
Pleasure is that—(i) The amount of the gratuity  
payable to an officer shall depend upon the  
rank held by the officer at the date of the wound  
or injury, and the following scale shall be  
adopted as the maximum for each rank:  
"Field-Marshal, £3,500; General, £3,000;  
Lieutenant-General, £2,000; Major-General,  
£1,100; Brigadier-General, £900; Colonel,  
£600; Lieutenant-Colonel, £450; Major, £350;  
Captain, £250; Lieutenant, £140; Second  
Lieutenant, £100.  
(ii) An officer whose wound or injury shall  
not entitle him to the maximum gratuity may, at  
the discretion of our Army Council be allowed a  
gratuity of not less than one-fourth of the  
amount laid down in the above scale for his rank  
at the time of his wound or injury.  
(iii) The amount against Lieutenant-Colonel  
in Article 513 shall be increased to £450.  
(iv) Articles 585, 587, 589, 595, and 615 of  
the Warrant above mentioned shall be amended  
accordingly.  
"Given at Our Court at St. James's, the 23rd  
day of March, 1911, in the 1st year of Our Reign.  
"By His Majesty's Command,  
"R. B. HALDANE."

## DEFENCE OF THE EMPIRE.

## LORD ROBERTS' MOTION.

Just before midnight on April 4th the House  
of Lords divided on the following resolution,  
moved by Lord Roberts:That, in view of the altered strategic con-  
ditions in Europe, this House views with  
grave and growing concern the inadequate  
military arrangements of His Majesty's Gov-  
ernment for the defence of this country and  
of his Majesty's Overseas Dominions."For the resolution ... 99  
Against ... 40

Majority for ... 59

FOR THE RESOLUTION.  
Lukes: Bedford, Norfolk, and Buccleuch.  
Marquis: Londonderry and Winchester.  
Earls: Roberts, Derby, Malmesbury, Ports-  
mouth, Denbigh, Galloway, Kilmorey, and  
Dunmore.  
Viscounts: Milner, Milford, Halifax, Hardinge,  
and Goschen.  
Lords: Curzon, Amthorpe, Lovat, Alver-  
stone, Harris, Ellenborough, Bathurst,  
Barnmore, Lamington, Colchester, Sanderson,  
Faber, Arlington, Newton, Desborough,  
Lancaster, Macclesfield, Kinnaird, and Wil-  
loughby de Broke.AGAINST THE RESOLUTION.  
Earls: Carrington, Elgin, Beauchamp, Chester-  
field, Liverpool, Granard, and Russell.  
Viscounts: Haldane and Morley.  
Lords: Lonsdale, Farnham, Lucas, Ashby, St.  
Leger, Southwick, Haveringham, Heston,  
Wolby, Shaftesbury, Weardale, Robson, Al-  
lendale, Coleridge, Henshall, Sandhurst,  
Macdonnell, Saye and Sele, Shuttleworth,  
Lydney and Aberdare.

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## STORYETTES.

A man left his umbrella in the stand in a  
hotel recently with a card bearing the following  
inscription attached to it: "This umbrella  
belongs to a man who can deal a blow of 250  
pounds weight. I shall be back in ten minutes." *Colonel Seely*  
On returning to seek his property he found in  
its place a card thus inscribed: "This card was  
left here by a man who can run twelve miles an  
hour. I shall not be back!"After weeks of waiting and longing for the  
sport, rods, reels, gaff, orel—everything was in  
readiness for a week's trout-fishing. The young  
wife, smiling joyously, hurried into the room,  
extending towards her husband some stinky,  
speckled papers, "For goodness sake!" he ex-  
claimed, "what on earth are you doing with  
these old fly-papers?" "I saved them for you  
from last summer," she answered. "You know  
you said you always had to buy flies when you  
went fishing!"They were out together in the early morning  
and had the golf links to themselves. A curious  
pair—a portly city merchant new to the game,  
with an immense idea of his own skill and im-  
portance, and his endia a typical street gam-  
bler, small, but sharp as a needle. The desperate  
efforts of his employer to make a record drive  
caused the oddie some amusement, mingled  
with pity and contempt, yet he held his  
peace. At last, however, after the novice had  
ploached up the turf around the ball without  
moving it, the gamblin blurted out: "Guvnor,  
if I'd known you was coming to dig for worms I'd  
have brought a spade. We'd ha' done it quicker!"At a recent dinner given by Andrew Carn-  
egie, an eminent lawyer, seated half-way down  
the table, was deeply immersed in conversation  
with his neighbour when the host opened up the  
subject of the British coinage system and ad-  
vised signs of wishing undivided attention. "Every  
other civilized nation," he declared, "has the  
decimal system, while England adheres to the  
absurd and cumbersome table of pounds, shillings,  
and pence." Rap-rap-rap. The raps were for  
the lawyer, who remained absorbed in his own  
conversation. "And even farthings," continued  
the iron-master. "Is there anything else in  
finance so ridiculous as the farthing?" Rap-  
rap. The lawyer glanced around somewhat im-  
patiently. "Judge G—," Mr. Carnegie  
called out, "why do the British continue their  
coinage of farthings?" "To enable the Scotch  
to practice benevolence," Mr. Carnegie, returned  
the lawyer.PAGEANTS OF THE SUMMER IN  
LONDON.

## FIVE ROYAL PROCESSIONS.

The decision that the King and Queen will  
drive to the Crystal Palace on June 30 to watch  
their 100,000 child guests, collected from the  
elementary schools of London, enjoy the Coron-  
ation fête means the addition of another  
important event to the list of memorable fan-  
cious of this Coronation summer.Five times their Majesties will make progress  
through the streets of London. On May 12  
they drive to the Crystal Palace to attend the  
Imperial concert in connection with the open-  
ing of the Festival of the Empire. On June 22  
the Coronation procession from Buckingham  
Palace to Westminster Abbey takes place,  
followed next day by the royal progress through  
London. On June 29 there will be the royal  
visit to the Guildhall and the return through  
North London, and on June 30 the second  
drive to Sydenham.The summer will be one of great happenings,  
upon such a scale as London never before  
witnessed. Two theatrical gala performances  
—the first at Drury Lane on May 17 in honour  
of the visit of the Kaiser for the selling of the  
Queen Victoria memorial which is to take  
place on May 19, and the second at His  
Majesty's Theatre during the time of  
the Coronation festivities on June 27—will excel  
in brilliance any command performance ever  
before given, while the gala night performance  
at the Opera on June 26 will draw together a  
greater audience of distinguished people than  
the famous house in Covent Garden has pre-  
viously held.Apart from the royal festivities there are two  
great exhibitions—the Festival of Empire with  
the Pageant of London at the Crystal Palace  
and the Coronation Exhibition at Shepherd's  
Bush. The Royal Naval and Military Tourn-  
ament, opening at Olympia on May 19, is designed  
to be more comprehensive and interesting than  
in previous years, and some idea of the scale up-  
on which the International Horse Show is to be  
held this year may be obtained from the fact  
that £10,000 is to be expended in preparing  
Olympia for June 24.

## NOTICES TO CONSIGNEES

## "INDRA" LINE LIMITED.

## NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

## THE Steamship

"INDRAPURA,"  
having arrived from the above Ports, Consignees  
of Cargo by her are hereby informed that all  
Goods are being landed AT THEIR RISK into the  
hazardous and/or extra hazardous Godowns  
of the Hongkong and Kowloon Wharf and Godown  
Company, Ltd., whence, and/or from the  
wharves, delivery may be obtained.Goods not cleared by the 6th inst., at Noon,  
will be subject to rent.  
All broken, chafed and damaged packages are  
to be left in the Godowns where they will be  
examined on 6th inst., at 10 A.M. Claims  
against the steamer must be presented within  
10 days of arrival otherwise they will not be  
recognized.No Fire Insurance will be effected by us in  
any case whatever.Bills of Lading will be countersigned by  
JARDINE, MATHESON & Co., Ltd.,  
Agents.  
Hongkong, 1st May, 1911. [661]

## NORDDEUTSCHER LLOYD, BREMEN.

## IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

## THE Steamship

"PRINZ SIGISMUND"  
having arrived, Consignees of Cargo are hereby  
informed that their Goods, with the exception  
of Opium, Treasure and Valuables, are being  
landed and stored at their risk into the  
hazardous and/or extra hazardous Godowns  
of the Hongkong and Kowloon Wharf and  
Godown Company, Limited, Kowloon, and West  
Point Godowns, whence delivery may be obtained.No Claims will be admitted after the Goods  
have left the Godowns, and all goods remaining  
undelivered after the 6th inst. will be subject  
to rent.All broken, chafed, and damaged Goods are  
to be left in the Godowns where they will be  
examined on the 6th inst., at 9.30 A.M.All Claims must reach us before the 10th  
inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the  
Undersigned.  
NORDDEUTSCHER LLOYD,  
MELCHERS & Co.,  
General Agents,  
Hongkong, 1st May, 1911. [5]

## TOYO KISEN KAISHA.

## NOTICE TO CONSIGNEES.

## S.S. "TENYO MARU"

FROM SAN FRANCISCO, HONOLULU  
AND JAPAN PORTS.THE above-named Steamer having  
arrived, Consignees of Cargo are hereby  
notified to send in their Bills of Lading for  
countersignature, and to take immediate delivery  
of Cargo from alongside.Cargo remaining undelivered on FRIDAY,  
the 5th inst., at 5 P.M., will be landed at Con-  
signees' risk and expense, and delivery must then  
be taken from Company's Godown.No Fire Insurance will be effected.  
No Claims will be recognised after the Goods  
have left the Steamer or Godown, and all Goods  
remaining undelivered on TUESDAY, the 9th  
inst., afternoon, will be subject to rent and  
landing charges.All chafed and otherwise damaged Cargo to  
be left on board or Godowns, and examination of  
same to be arranged.  
All Claims must be filed on or before TUES-  
DAY, the 10th inst., otherwise they will not be  
recognised.K. MATSUDA,  
Agent.  
Hongkong, 2nd May, 1911. [662]



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 1876; with Additional Article; Opium Con-  
 vention, 1858; Chungking Convention, 1891;  
 Tibet Sikkim Convention, 1890; Burma  
 Convention, 1897; Kowloon Extension, 1898;  
 Weihaiwei, 1898; Convention, Commercial,  
 Shanghai, 1902; Emigration Convention,  
 1904.  
 France—Tientsin, 1858; Convention, 1860;  
 Tientsin, 1885; Conventions, 1888, 1887 and  
 1885; Frontier Trade Regulation.  
 United States—Tientsin, 1858; Additional,  
 1868; Peking, 1880; Immigration, 1894  
 Commercial, 1903.  
 Germany—Tientsin, 1861; Peking, 1880;  
 Kiaochoo Convention, 1898; Railway and  
 Mining Concession, 1898.  
 Japan—Shimonoseki, 1895; Lisong Con-  
 vention, 1895; Commercial, 1898; New Port  
 1896; Supplementary Commercial, 1903.  
 Russian—Petersburg, 1881; Russian Land  
 1881.  
 Portugal—Tientsin, 1890; Commercial Treaty, 1904.  
 FISCAL Protocol made between China and  
 Eleven Powers, 1901.

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 Great Britain, 1854; Duties Convention, 1855;  
 Russia, Agreements as to Coasts, United  
 States, Extension Treaty, 1858; Great  
 Britain (Alliance) 1905; Russia (Peace  
 Treaty) 1905.

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 Japan, 1876; Japan Supplementary, 1876;  
 Japan, 1904 and 1905. United States, 1892;  
 Great Britain, 1895.

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## MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

**BRITISH**  
 Alacrity, despatch-boat, 700 tons, 4 guns, 2,000  
 h.p., Comdr. A. Lowndes, Shanghai.  
 Astrak, 2nd class cruiser, 4,350 tons, 10 guns,  
 7,000 h.p., Captain E. B. Kiddle,  
 Shanghai.  
 Atlas, admiralty tug, 615 tons, 1,400 h.p.,  
 Master S. West, Hongkong.  
 Bramble, gunboat 710 tons, 900 h.p., Lieut.  
 Comdr. B. G. Washington, Hongkong.  
 Britomart, gunboat, 710 tons, 900 h.p., Lieut.  
 Comdr. J. M. Barker, Hongkong.  
 Cadmus, British sloop, 1,070 tons, h.p. 1,400,  
 14, Comdr. H. Lynes, Shanghai.  
 Cherub, water tank and tug, 390 tons, h.p. 340,  
 Master W. Smith, Hongkong.  
 Clio, British sloop, 1,070 tons, h.p. 1,400,  
 Comdr. H. R. Veale, Shanghai.  
 Fame, torpedo-boat destroyer, 340 tons, 6  
 guns, 5,700 h.p., Lt. Comdr. H. S. Monroe,  
 Shanghai.  
 Flora, 2nd class cruiser, 4,350 tons, 10 guns,  
 7,000 h.p., Captain J. Nicholas,  
 Shanghai.  
 Handy, torpedo-boat destroyer 295 tons, 6 guns,  
 4,000 h.p., Lieut. Comdr. Hon. Guy Stop-  
 ford, Hongkong.  
 Hart, torpedo-boat destroyer, 295 tons 6 guns,  
 4,000 h.p., Lt. Comdr. Hon. Guy Stopford,  
 Hongkong.  
 Janus, torpedo-boat destroyer, 320 tons, 6 guns,  
 3,900 h.p., Lt. Comdr. M. E. R. Blackwood,  
 Shanghai.  
 Kent, armoured cruiser, 9,800 tons, 14 guns,  
 h.p. 22,000, Capt. S. St. J. Farquhar,  
 cruising.  
 Kinsha, river gunboat, 616 tons, h.p. 1,200,  
 Lieut. Comdr. T. J. S. Lynes, Yangtze.  
 Merlin, surveying ship, 1,070 tons, 6 guns, 1,400  
 h.p., Comdr. B. O. M. Davy, Hongkong.  
 Minotaur, armoured cruiser, (flagship) Vice-  
 Admiral Sir A. L. Winkles, R.N.,  
 C.V.O., C.M.G., 14,600 tons, h.p. 27,000,  
 Capt. C. C. Cayley, Shanghai.  
 Monmouth, armoured cruiser, 9,800 tons, h.p.  
 22,000, Captain L. E. Power, M.V.O.  
 on route to Weihaiwei.  
 Moorhen, river gunboat, 180 tons, 2 guns,  
 h.p. 800, Lieut. Col. G. P. Leith,  
 West River.  
 Newcastle, 2nd class cruiser, 4,000 tons, turbine,  
 on route to Weihaiwei.  
 Nightingale, river gunboat, 85 tons, 240 h.p.,  
 Lt. Comdr. Claude Hillender-Woodward,  
 R.N., Yangtze.  
 Otter, torpedo-boat destroyer, 335 tons, 6 guns,  
 6,300 h.p., Comdr. Lambie, Shanghai.  
 Robin, river gunboat, 85 tons, 2 guns, 240 h.p.,  
 Lt. Comdr. Cosmo A. O. Douglas, West  
 River.  
 Sandpiper, river gunboat, 35 tons, 2 guns, 240  
 h.p., Lieut. Comdr. E. J. J. Southby,  
 Hongkong.  
 Snipe, river gunboat, 85 tons, 2 guns, 240 h.p.,  
 Lieut. Comdr. Malcolm Murray, Yangtze.  
 Taku, torpedo boat destroyer, 305 tons, h.p.  
 6,000, Gunner E. J. Trillo, R.N., Hong-  
 kong.  
 Tamar, receiving ship, 4,650 tons, 6 guns,  
 Commodore Eyres, Hongkong.  
 Teal, river gunboat, 180 tons, 2 guns, 800 h.p.,  
 Lieut. Comdr. E. J. Buchanan, Yangtze.  
 Thisbe, gunboat, 710 tons, 900 h.p., Lieut.  
 Comdr. M. B. Ballie-Hamilton, Shanghai.  
 Virago, torpedo-boat destroyer, 395 tons, 6 guns,  
 6,300 h.p., Lieut. Comdr. Harold D. Adair-  
 Hall, Shanghai.  
 Waterwitch, surveying ship, 620 tons, 450 h.p.,  
 Lieut. Comdr. R. L. Hancock, Hongkong.  
 Whiting, torpedo-boat destroyer, 360 tons,  
 guns, 5,900 h.p., Lieut. Comdr. G. B.  
 Harford, Shanghai.  
 Wildcat, gunboat, 185 tons, 2 guns, 800 h.p.,  
 Lt. Comdr. M. H. Wilding, Yangtze.  
 Woodcock, gunboat, 150 tons, 2 guns, 550 h.p.,  
 Lieut. Comdr. B. R. Brooke, Yangtze.  
 Woodlark, gunboat, 150 tons, 2 guns, 550 h.p.,  
 Lieut. Comdr. G. F. A. Mulock, Yangtze.

**AUSTRIAN.**  
 Kaiserin Elisabeth, Austrian protected cruiser,  
 4,600 tons, Freytagkapitan Oskar Hanes,  
 Northern Waters.  
 Panther, third class cruiser, 1,530 tons, Frey-  
 tagkapitan, Theodor Skel Ed. von  
 Schmidtheim.

**FRENCH.**  
 Achéron, armoured gunboat, 1,330 tons, 9 guns,  
 1,700 h.p., Lieut. Bertrand, Saigon.  
 Aigle, 2nd class cruiser, 4,320 tons, 32 guns,  
 5,100 h.p., Commander Fournier, H'kong.  
 Alouette, gunboat, 508 tons, 7 guns, 400 h.p.,  
 Commander Badin, Saigon.  
 Argus, river gunboat, 180 tons, 6 guns, 570 h.p.,  
 Lieut. Audouard.  
 Chionette, gunboat.  
 Clémence, gunboat, 140 tons, Reserve, Saigon.  
 Coronide, gunboat, 184 tons, Reserve, Saigon.  
 Dédale, gunboat, 630 tons, 10 guns, 900 h.p.,  
 Lieut. de Linares, Shanghai.  
 Duplex, armoured cruiser, 7,578 tons, 26 guns,  
 17,000 h.p.  
 Duxis, armoured cruiser, 7,578 tons, 26 guns,  
 17,000 h.p.  
 D'Alville, gunboat.  
 Etoile, gunboat, 141 tons, Reserve, Haiphong.  
 Fétizon, sub-marine, 70 tons, 80 h.p., Lieut.  
 Combet, Saigon.  
 Fronde, destroyer, 300 tons, 7 guns, 6,300 h.p.,  
 Saigon.  
 Henri Rivière, river gunboat, 150 tons, 6 guns,  
 153 h.p., Haiphong.  
 Lynx, sub-marine, 70 tons, 80 h.p., Lieut. Mar-  
 ra, Saigon.  
 Montcalm, armoured cruiser, (flagship) 9,267  
 tons, 36 guns, 19,600 h.p., Rear Admiral de  
 la Croix de Castries (Commander-in-  
 Chief).  
 Menes, surveying-ship, 1,835 tons, 10 guns,  
 300 h.p., Commander Esquirol de la Touche,  
 Saigon.  
 Monquet, destroyer, 300 tons, 7 guns, 6,300  
 h.p., Commander de la Roche Keradron,  
 Saigon.  
 Olry, river gunboat, 170 tons, 6 guns, 500 h.p.,  
 Lieut. de Malleville, Upper Yangtze.  
 Pelio, river gunboat, 130 tons, 4 guns, 380 h.p.,  
 Lieut. Fusch, Tongku.  
 Perle, sub-marine, 70 tons, 80 h.p., Lieut. Mon-  
 nier, Saigon.  
 Plisket, destroyer, 300 tons, 7 guns, 7,000 h.p.,  
 Commander Mortenol, Hongkong.  
 Protée, sub-marine, 70 tons, 80 h.p., Lieut.  
 Morris, Saigon.  
 Redoubtable, battleship (reserve), 9,330 tons  
 37 guns, 6,200 h.p., Capt. Drouot, Saigon.  
 Styx, armoured gunboat, 1,800 tons, 8 guns,  
 1,800 h.p., Lieut. Seriot, Saigon.  
 Taku, destroyer, 320 tons, 6 guns, 6,500 h.p.,  
 Lt. Reserve, Saigon.  
 Vauban, torpedo-depot, Commander Mortenol,  
 Hongkong.  
 Vétéran, torpedo-depot, Lieut. Bihel, Cap.  
 Saint-Jacques.  
 Vigilante, gunboat, 180 tons, 6 guns, 7 h.p.,  
 Lieut. Dumoulin, Sikiang.

**GERMAN.**  
 Aroona, cruiser, 2,718 tons, Captain von Hippel.  
 Amoy, 131, Fleet Street, E.C.  
 Bismarck, 10,000 tons, 10 guns, h.p.  
 Captain Lenz.  
 Jaguar, gunboat, 900 tons, 10 guns, 1,300 h.p.,  
 Captain Graf von Pommern-Wolner.  
 Leipzig, cruiser, Captain Engel.

## STRAITS SETTLEMENTS STOCKS AND SHARES.

### RUBBER COMPANIES.

SINGAPORE, April 20.

Per value each share £1. Calls paid up are:—	Malayan Companies	Singapore Rubber & Co's Prices, March 22	Dividends	Par value each share £1. Calls paid up are:—	Malayan Companies	Singapore Rubber & Co's Prices, March 22	Dividends
15/ paid	Alor-Pongau ...	...	...	fy. paid	Malacca Ordinary ...	9.7 3/8	...
2/ fy.	Anglo-Johore ...	1.4 1/2	75%	2/ fy.	Merlimau ...	6/-	...
17/8	Bakap ...	...	...	fy.	Merton Syndicate ...	...	...
fy.	Bantong ...	...	...	2/ fy.	Mount Austin ...	1.15.0	...
fy.	Batu Caves ...	16.0.0	105%	14/	Narborough Est. ...	...	...
15/	Batu Kawan ...	...	...	2/ fy.	North Hummock ...	4/3	15% '10.
fy.	Batu Tiga ...	8.10.0	10%	2/ fy.	Padang Johore ...	...	...
2/ 1/	Berangang Selangor ...	...	...	fy.	Pandian Johore ...	3.2.8	200% '10
15/	Bernam Perak ...	...	3%	fy.	Pelapah (Johore) ...	9/6	12 1/2% '10
fy.	Do. Ordinary ...	...	...	10/	Pencit Est. ...	...	10% '09
12/8	Bidor ...	...	...	12/6	Pryo ...	...	...
2/ fy.	Blands Selangor ...	...	...	12/6	Ratanui ...	10/- pm	...
2/ fy.	Bukit Cich ...	...	...	fy.	Rembia ...	...	...
15/	Bukit Kajang ...	2.14.0	6 1/2%	2/ fy.	R. Est. of Krian ...	...	...
2/ fy.	Bukit Mertajam ...	3/11	...	15/	R. of Johore ...	...	...
Options	Bukit Mertajam ...	16.10.0	50%	fy.	Saga ...	12.10.0	50% '10
2/ 9/	Bukit Selangor ...	...	...	2/ fy.	Seahfield ...	6.10.0	15% '10
fy.	Castlefield ...	6.0.0	7 1/2%	£1 fy.	Selangor ...	3.2.8	22 1/2% '10
8/	Chaokut Salak R. and Tin ...	...	...	15/	Selatrubai ...	...	...
3/ fy.	Chersonese ...	4.3	...	16/	Sempah ...	1.17.0 pm	...
2/ 1/6	Cherof ...	...	...	fy.	Serampah ...	4.15.0	15% '10
2/ fy.	Cicely Ordinary ...	2.5.0	100%	2/ 1/	Serangoon ...	4.0.0	20% '10
2/ fy.	Do. Preferred ...	2.5.0	102 1/2%	10/	Shelford ...	...	...
fy.	Consol. Malay ...	1.4.6	50%	15/6	Singenting (N. S.) ...	5/10	12 1/2% '10
2/ fy.	Damansara ...	7.15.0	80%	10/	Singapore Para ...	7/10	17 1/2% '09
fy.	Dennistown ...	...	...	fy.	Straits (Beram) ...	...	...
2/ fy.	Ensh. Selangor ...	12/-	30%	2/ fy.	Strathmore R ...	...	...
fy.	Fed. Selangor ...	...	60%	15/	Sungei Bahru ...	4.15.0	...
2/ 1/6	Gua Koo K. Est. ...	...	...	12/6	Sungei Chap ...	14/3	25% '10
15/	Garing (Malacca) ...	4.5.0	25%	fy.	Sungei Kapat ...	...	...
fy.	Golden Hope ...	5.15.0	30%	10/	Sungei Krait ...	...	...
£1 fy.	Gula-Kalumpang ...	5.10.0	30%	10/	Sungei Liang ...	5.0.0	...
fy.	H. and Lowlands ...	14.0.0	100%	7/6	Sungei Salak ...	8.7.6	12 1/2% '10
16/	Inch Kenneth ...	...	...	fy.	Sungei Way ...	...	...
10/	Johore Para ...	...	...	15/	Tangkah ...	...	...
12/6	Johore R. Lands ...	...	...	2/ fy.	Third Mile ...	...	...
fy.	Jong-Landor ...	...	...	2/ fy.	Tremelby ...	...	10% '10
17/6	Jugra (Ordinary) ...	...	25%	10/	Utd. Sun Betong ...	1.17.6	75% '10
3/ fy.	Jung Estak ...	...	...	15/	Utd. Sun Betong ...	...	...
2/ 1/	K'iong Kuantan ...	...	...	15/	Val d'Or Est. ...	...	...
2/ fy.	Kamuning "A" ...	8/-	15%	10/	Vallambrosa ...	...	...
fy.	Do. "B" ...	7/3	...	10/	Trust and Finance Companies.	...	...
fy.	Kapar Para ...	9.10.0	30%	10/	Angle-Straits R. T. ...	...	...
fy.	Kellias ...	...	...	Options	Eastern Internat. Trust ...	...	20% '10
fy.	Kopong ...	...	7 1/2%	10/	Mid-East Invest ...	...	...
2/ 7/6	Killinghall ...	...	...	Options	Rubber Plants. Inves. Trust ...	...	7 1/2% '10
2/ fy.	Kinta Kellias ...	...	33 1/2%	10/	R. Share Trust ...	...	...
2/ 1/	Klang Kellias ...	...	...	15/	Straits M. & Trust ...	...	...
fy.	Kota Tinggi ...	1/- pm	...	15/	India, Ceylon, Borneo, Java and Sumatra.	...	...
fy.	Khotan Tampar ...	...	...	fy. paid	Anglo-Java ...	...	...
fy.	Krubong ...	...	20%	10/	Asahan (Sumatra) ...	...	...
2/ fy.	Kuala Klang ...	8.0.0	75%	10/	Bangawan R. ...	...	...
2/ fy.	Kuala Lumpur ...	...	5%	10/	Boatfort ...	...	...
2/ fy.	Kuala Pah ...	15/6	30%	10/	Central Sumatra ...	...	...
fy.	Kuala Selangor ...	5.0.0	12 1/2%	10/	Inden Peninsula ...	...	...
15/	Labu ...	3.15.0	10%	10/	Java Amalgam ...	...	...
fy.	Ladron ...	2.2.6 pm	...	10/	Kanalis ...	...	...
2/ fy.	Lendu ...	2.10.0	150%	10/	Kangkang ...	...	...
2/ fy.	Linggi ...	14/-	10%	10/	Manchaster ...	...	...
2/ 13/	London Asiatic ...	17/6 pr	...	10/	Nirmala (Java) ...	...	...
2/ fy.	Lumut Est. ...	...	...	10/	Pontinak ...	...	...
fy.	Malangley Est. ...	...	...	10/	Sumatra Para ...	12/3	33 1/2% '10
fy.	Malacca 7 1/2% Cum. Partici- pating Pref ...	9.7.6	10	2/ fy.	Sumatra Props. ...	5.15.0	10% '10
					United Selande ...	10/-	20% '10

## VESSELS EXPECTED.

### THE AMERICAN MAIL.



## THE MOSQUITO PLANT.

The following interesting letter appears in *The Times* of the 5th ult. —

Sir, — In *The Times* of April 29, 1903, under the heading "The Mosquito Plant," appeared a letter from me describing this basil plant (*Ocimum* or *Ocimum viride*) and its peculiar properties in keeping away mosquitoes.

Sir George Birdwood corroborated my opinion, and on May 2 a letter from him appeared, in which he wrote that the fact had been known from time immemorial to the Hindus of India, and that "when the Victoria Gardens and Albert Museum were established in Bombay the men employed on these works were at first so pestered by mosquitoes and suffered so much from malarious fever that, on the recommendation of the Hindu manager, the whole boundary of the gardens was planted with holy basil and any other basil at hand, on which the plague of mosquitoes was at once abated and never altogether disappeared from among the residents." "containing" that "the basil of the gardens had before been one of the worst malarial spots on the island of Bombay. No one in those days knew anything of the mosquito-malarial theory of today."

But, notwithstanding this corroboration from such a distinguished source, the contention that the plant possessed any such protective value was discredited by other notable men, as Sir W. T. F. Skelton-Dyer, Sir C. A. King-Hamman, then Governor of Sierra Leone, and Dr. Prout, the principal medical officer at the time of that colony. Dr. Prout, by caging up half a dozen mosquitoes with the plant in one cage, which had a tunnel leading to another cage without the plant, found that the mosquitoes remained in the last cage. "This was considered conclusive proof of the plant's inefficacy."

Dr. Prout added that the publication of statements to the contrary "would be apt to do an immense amount of harm by producing a false feeling of security and by inducing people to do away with the complete protection of mosquito netting in favour of the imperfect protection of a few basil plants placed round his bed."

A similar argument might be produced regarding mosquito nets and quinine. But disease of malarious fever, of course, never contemplated by me for a moment.

*The Times*, however, in an article on July 27 sympathized with Dr. Prout, summing up the controversy as follows: —

"The destruction of life is often painful to those who have trusted in them, but in the present instance it is clearly for the benefit of all inhabitants of malarious countries that they should be preserved from reliance upon a proceeding which has been clearly shown to be absolutely useless."

Sir George Birdwood again, in *The Times* of July 30, kindly took my side, writing that "the real question in the present matter is the weight of Captain Larymore's practical experience in Nigeria against Dr. Prout's experimental experience — to fall into a language — in his laboratory at Sierra Leone, and that "with every allowance for error, my experience in the Victoria Gardens must count for more, with me at least, in favour of Captain Larymore's proposal than Dr. Prout's multitude of experiments in miniature can count against it."

Nothing further transpired. I posted the seeds to many parts of the world to interested inquirers; and personally, I have continued to sow the seed wherever I have been stationed, and the immunity from fever which both my wife and I have experienced for the last ten years in West Africa speaks for itself.

I have, however, only just been apprised of the following fact, and would ask to be allowed to record the information in justification of the opinions expressed in regard to the plant's efficacy.

The results of a preliminary investigation at the Laboratory of the Imperial Institute by Dr. Goulding, D.Sc., and Mr. Polly have been published in the *Proceedings of the Chemical Society*, and show that leaves of this plant, imported from West Africa, contain a volatile oil which possesses the same accurate, thymol-like odour of the leaves in a concentrated degree. An analysis of this oil showed that it contained 32 per cent. of thymol, together with other aromatic substances.

Now thymol is a recognized antiseptic and most powerful germicide.

Quoting from "The Extra Pharmacopoeia" (Martindale and Westcott, Fourteenth Edition, page 671) — "Ten grains dissolved in an ounce of soft paraffin applied to the skin keeps off gnats and mosquitoes," and, before this, on page 670 — "Liquor thymol, 1 in 80 of warm water; this saturated solution is antiseptic and antiputrefactive"; while in the "United States Dispensary," under Thymol, one reads that "in proportion of 1 to 1,000" it is used for "dressing unhealthy wounds."

It is easier now to understand the real reason why the plant repels mosquitoes — containing as it does in its oil so very large a proportion (one-third) of such a powerful antiseptic as thymol appears to be, and the further analysis which I believe Dr. Goulding purposes to conduct will be looked forward to with the greatest interest.

I trust that the news of this preliminary investigation will prove as gratifying to Sir George Birdwood and others as it has proved to me — I am, Sir,

H. D. LARYMORE, Major R. A. (retired),  
Political Service, Northern Nigeria.  
Junior United Service Club, Charles-street,  
S. W.

P.S. — Lord Cromer's recent able speech on insect pests adds the greater interest to my subject.

LIMITATION OF SPEED.

Professor H. S. Hols-Shaw lectured on "Travelling at High Speeds" at the Royal Institution last night. The lecturer gave an interesting survey of the history of mechanical locomotion. Man, he explained, was far less endowed with power of locomotion than many of the inferior animals, but the desire for speed was a quality inherent in him. In prehistoric times he depended for his life on speed and the power of locomotion, but as far as his own untamed powers were concerned, man might be considered to have reached the limit of his possibilities. The study of records of twenty-five distances showed that several of them remained unbroken for the past quarter to half a century. Professor Hols-Shaw illustrated by diagrams the details of locomotion in other animals than man, and the differences between animal and artificial locomotion, the three chief obstacles to speed in the former being the rise and fall through space, stopping and starting with each movement of the limbs and intermittent action. High speed by artificial means was becoming more and more a question of stopping and starting rapidly. The lecturer expressed the opinion that, although the advance in speed on the earth, in the air, and on the water was very rapid in recent years, the rate of increase would be much slower in the future.

## THE KNIGHTS BACHELOR.

According to the report for 1910, there are now nearly 400 members of the Society of Knights Bachelor, and this number represents about half the total number of the Degree. It was hoped that the details of the purchase of Clifford's Inn as the permanent home of the Society would have been completed by the New Year, but the difficulties experienced in regard to questions relating to rights of way, light, and air were so great that the Habitation Committee has only just been able to come to a basis of agreement satisfactory to both parties. By the acquisition of Clifford's Inn the Society will become possessed of an historic landmark which will provide a central meeting place for the Knights of the Empire, a library for works relating to Heraldry and the Degree generally, with a hall for entertaining, on the walls of which the arms of the various members of the Degree may be inscribed and permanently have a place. To acquire and provide for the upkeep of the premises in a state worthy of the Degree a sum of about £35,000 will be required, and so much favour has the scheme found in Canada that an offer has been received from certain of the Knights of Canada stating their readiness to subscribe half the amount necessary to carry the purchase through if their brother Knights in the other portions of the Empire will provide the remaining half prior to the Coronation. A fund has been opened, therefore, to attain this object.

Among the questions affecting the Degree which have been dealt with during the year is that of the appropriation of the prefix "Sir" in the title of limited liability companies, to which objection is taken on the grounds that the title of a Knight Bachelor is personal, and the registration of the prefix to the name of an individual in some measure renders it perpetual, and that a householder conferred by the Sovereign should not become part and parcel of the name and assets of a company created for the purpose of profit. Representations on the subject are being made to the authorities. As so many of the overseas members are expected to be in London for the Coronation festivities, it has been decided to hold a general meeting of the Society in the early part of June. It has been proposed that an annual dinner shall be held, and the date of this has been provisionally fixed for Thursday, June 20, by which date it is hoped the Society will be in possession of its own premises.

SIGHT IN THE MERCHANT NAVY.

Lord Muskerry called attention in the House of Lords last month to the subject of vision tests for masters and mates in the merchant navy. He said candidates for Board of Trade certificates as qualified commanding officers must first undergo a test both for colour and vision. The present method of making the test had raised a storm of hostile criticism. A man might fail to pass whose vision for form and colour was quite right, whilst another man who was dangerously colour-blind might obtain his certificate. He criticized the composition of the Departmental committee appointed to consider the question, for there was a suspicion that efforts were being made, not perhaps towards wholesale jobbery, but towards engineering of a most improper character in order to whitewash the present tests. There was a great deal of indignation in shipping circles in regard to the new form vision test which was to come into operation in 1914. He moved for a return showing the accidents which were due to defective form vision, and for a statement of the reasons why the Board of Trade had adopted new tests.

Lord Hamilton of Dalzell said he could not enter into a discussion of the merits or demerits of the sight tests. A Departmental Committee was considering them, and when they reported the President of the Board of Trade would deal with the whole matter. This was a highly scientific and technical matter, and the Committee, which was thoroughly representative, would go into it very carefully. He would consult with the President of the Board of Trade upon the question of laying papers on the table. Lord Avebury thought his noble friend might very well be satisfied that the whole matter was in the hands of an excellent Committee. The Bishop of Bangor added a few words on the value of a practical test of vision at sea. The motion was withdrawn.

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## SHIPPING IN PORT.

## STEAMERS.

AMERICA MARU, Japanese str., 3,464, A. G. Stevens, 26th April — San Francisco 29th March, Canned Goods, Flour and M. dis. — Toyo Kisen Kaisha.

ATEBUS, British str., 6,698, J. Riley, 29th April — Liverpool 26th Mar. and Singapore 24th April, General — Butterfield & Swire.

EARL OF ELGIN, British str., 2,811, Robertson, 26th April — Philadelphia via Durban 18th Feb, Case Oil — Standard Oil Co.

GERMANIA, German str., 1,713, N. Frandsen, 1st May, Singapore 24th April, General — Jensen & Co.

CHENSTRAE, British str., 3,054, J. McGillivray, 29th April — Miki, 24th April, Coal — Sheewan, Tomes & Co.

RAIDIS, Norwegian str., 1,053, G. Solberg, 30th April — Bangkok via Swatow 22nd April, Rice and General — Chinese.

HELLAS, Norwegian str., 860, A. Kundson, 22nd April — General 6th April, Sandalwood — Asgaard, Thorsen & Co.

HOPKINS, British str., 1,359, J. M. May, 30th April — Wakamatsu 24th April, Coal — Jardine, Matheson & Co.

KATOSHIMA MARU, Japanese str., 2,571, Minagawa, 23rd April — Moji 22nd April, Coal — Ataka & Co.

KIANG CHING, Chinese str., 1,002, Boissander, 16th April — Chinkiang 12th April, General — Tung Lee.

KIANG TAO, Chinese str., 1,222, H. Uddan, 20th April — Chinkiang 15th April, Baile and General — Tung Lee.

KEIVISBERG, German str., 646, E. Niljalar, 22nd April — Singapore 14th April, Timber — Jensen & Co.

KUNGIOW, British str., 1,450, J. D. Martin, 23rd April — Saigon 19th April, Rice — Man Fat.

KUTAHIA, British str., 4,830, R. C. D. Bradley, 30th April — Calcutta 15th April, General — Jardine, Matheson & Co.

LIGHTNING, British str., 2,132, E. P. Smith, 26th April — Calcutta 9th April, General — D. Sasson & Co.

LINAR, British str., 1,235, C. C. Williams, 1st May — Shanghai, 27th April, General — Butterfield & Swire.

LIVINGSTONIA, British str., 2,790, W. B. Webb, 27th April — Cardiff, Coal — Dodwell & Co.

LOKANG, British str., 978, G. H. Bowker, 30th April — Shanghai and Swatow 29th April, General — Jardine, Matheson & Co.

LOONGKANG, British str., 1,093, Leask, 2nd May — Manila, 23rd April, Sugar and General — Jardine, Matheson & Co.

MACHEV, German str., 996, C. Wolf, 30th April — Bangkok 21st and Swatow 29th April, Rice and Meal — Butterfield & Swire.

MARIE, German str., 1,234, P. E. Christiansen, 24th April — Saigon 20th April, Rice and General — Order.

MONTROSE, British str., 2,893, L. Reid, 2nd May — Shanghai 29th April, General — Butterfield & Swire.

NAN SANG, British str., 2,591, P. M. B. Lako, 2nd May — Kobe and Moji 26th April, General — Jardine, Matheson & Co.

ONSANG, British str., 1,737, A. G. Smith, 1st May — Chingwantao 23rd April, Coal — Chinese Engineering & Mining Co.

PETCHABURI, German str., 1,373, C. Gasmisch, 28th April — Bangkok 21st April, Rice, Meal and Teakwood — Butterfield & Swire.

PITSAKLO, German str., 1,268, D. Reimers, 30th April — Bangkok 22nd April, Rice — Butterfield & Swire.

PROSPER, Norwegian str., 923, K. Larsen, 29th April — Saigon 27th April, Rice — Asgaard, Thorsen & Co.

SELENA, British str., 1,127, Stratton, 1st May — San Francisco, Kerosene Oil — Asiatic Petroleum & Co.

SENGHAR, German str., 3,780, H. Bekhorn, 27th April — Tientsin 22nd April, General — Hamburg-Amerika Linie.

SHANTUNG, British str., 1,359, Robinson, 30th April — Hongkong 25th April, Coal — Butterfield & Swire.

SHINTSU MARU, Japanese str., 2,980, K. Nagata, 28th April — Moji 21st April, Coal — Ataka & Co.

SIAM, British str., 992, Robt. A. Burns, 2nd May — Laogai 23rd and Singapore 25th April, Kerosene Oil — Asiatic Petroleum & Co.

SINGAPORE, British str., 1,047, F. Jamieson, 16th April — Hongkong 11th April, Rice and General — Butterfield & Swire.

TAISHUN, Chinese str., 1,216, R. C. Paramore, 30th April — Shanghai 27th April, General — C. M. S. N. Co.

TENYO MARU, Japanese str., 7,265, E. Bent, 2nd May — San Francisco 5th April, General — Toyo Kisen Kaisha.

TIBODAS, Dutch str., 2,953, J. J. Janssen, 2nd May — Yokohama 12th and Moji 26th April, General and Coal — Java-China-Japan Line.

YATSIKING, British str., 1,424, S. J. Payne, 28th April — Java and Soumbawa 18th April, Sugar — Jardine, Matheson & Co.

Among the questions affecting the Degree which have been dealt with during the year is that of the appropriation of the prefix "Sir" in the title of limited liability companies, to which objection is taken on the grounds that the title of a Knight Bachelor is personal, and the registration of the prefix to the name of an individual in some measure renders it perpetual, and that a householder conferred by the Sovereign should not become part and parcel of the name and assets of a company created for the purpose of profit. Representations on the subject are being made to the authorities. As so many of the overseas members are expected to be in London for the Coronation festivities, it has been decided to hold a general meeting of the Society in the early part of June. It has been proposed that an annual dinner shall be held, and the date of this has been provisionally fixed for Thursday, June 20, by which date it is hoped the Society will be in possession of its own premises.

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# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, NILE and YOKOHAMA	Capt. E. F. Dady, R.N.R.	10 A.M., 4th May	Freight and Passage.
LONDON and ANTWERP via SINGAPORE, PE- NANG, COLOMBO, PORT SAID, and MARSEILLES	Capt. H. W. A. Clark, R.N.R.	10 A.M., 4th May	Freight only
SHANGHAI, MOJI, KOBE, PESAWUR and YOKOHAMA	Capt. E. W. Bruce, R.N.R.	About 7th May	Freight only.
SHANGHAI	DEVANHA	About 11th May	Freight and Passage.
LONDON via USUAL PORTS OF CALL	DELTA	Neon, 13th May	See Special of Call
LONDON and ANTWERP via SINGAPORE, PE- NANG, COLOMBO, PORT SAID, and MARSEILLES	SICILIA	About 17th May	Freight and Passage.

Hongkong, 4th May, 1911.

E. A. HEWETT,  
Superintendent.

# CHINA NAVIGATION CO., LD.

## SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"LINAN"	On 4th May, 4 P.M.
HAIPHONG	"SINGAN"	On 6th May, Noon.
TIEN-TSIN	"KUIHOW"	On 8th May, 4 P.M.
CHEFOO and NEWCHANG	"KWANGSE"	On 8th May, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.  
S.S. "LINTAY" and S.S. "SANGUI".  
AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING".  
Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI", "CHENAN", "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai twice weekly on Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NB—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,  
AGENTS

# HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH  
DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
via STRAITS and COLOMBO,

to MARSEILLES, HAYRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

## NEXT SAILINGS FROM HONGKONG:

### OUTWARD.

For SHANGHAI, KOBE and YOKOHAMA:

S.S. FREINFELS	6th May
S.S. SCANDIA	18th May
S.S. SAVONIA	4th June
S.S. SEGOVIA	15th June
S.S. SPEZIA	1st July
S.S. SILEBIA	12th July
S.S. C. FELD. LARISZ	22nd July

For Further Particulars, apply to—

### HOMEWARD.

For ROTTERDAM, HAMBURG & ANTWERP:	S.S. BELGRAVIA	6th May
For HAYRE, BREMEN & HAMBURG:	S.S. SUBVIA	9th May
For ROTTERDAM, HAMBURG & ANTWERP:	S.S. SACHSEN	26th May
For MARSEILLES, HAYRE & HAMBURG:	S.S. BAYERN	30th May
For ROTTERDAM & HAMBURG:	S.S. ARCADIA	1st June
For HAYRE & HAMBURG:	S.S. FREINFELS	9th June

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 3rd May, 1911.

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# INDO-CHINA S. NAV. CO., LD.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
SHANGHAI via SWATOW	"LOKSANG"	Thursday, 4th May, Noon.
SHANGHAI, KOBE and MOJI	"KUTSANG"	Friday, 5th May, Noon.
MANILA	"LOONGSANG"	Friday, 5th May, 2 P.M.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Monday, 8th May, Noon.
TIEN-TSIN	"CHEONGSHING"	Tuesday, 9th May, Noon.
MANILA	"WINGSANG"	Saturday, 13th May, 2 P.M.
SANDAKAN	"MAUSANG"	Wednesday, 17th May, Noon.

## RETURN TOURS TO JAPAN,

(OCCUPYING 24 DAYS).

The Steamers "KUTSANG", "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Island Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Tsingtau, Weihaiwei, Chefoo, Tientsin & Newchwang.

Taking Cargo on Through Bills of Lading to Kuant, Lahad, Data, Simporna, Tawau, Usukan, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to—

JARDINE, MATHESON & Co., Ltd.,  
GENERAL MANAGERS.

Hongkong, 4th May, 1911.

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# DOUGLAS STEAMSHIP CO., LD.

## HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

## SWATOW, AMOY AND FOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIPS	CAPTAIN	LEAVING.
"HAIYAN"	Capt. J. S. Roach	FRIDAY, 5th May, at 11 A.M.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 9th May, at 11 A.M.
"HAIYANG"	Capt. A. E. Hodgins	FRIDAY, 12th May, at 11 A.M.

## FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN"	Capt. J. W. Evans	SUNDAY, 7th May, at 10 A.M.
		WEDNESDAY, 10th May, at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 4th May, 1911.

# U.S. MAIL LINE. PACIFIC MAIL S.S. CO.

## SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

## PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION)

STEAMERS	Tons	SAILING DATES
* KOREA	18,000	SATURDAY, 27th May, at 1 P.M.
* SIBERIA	18,000	FRIDAY, 9th June, at 1 P.M.
* MANCHURIA	27,000	SATURDAY, 24th June, at 1 P.M.
* MONGOLIA	27,000	SATURDAY, 15th July, at 1 P.M.
* KOREA	18,000	FRIDAY, 11th Aug., at 1 P.M.
* SIBERIA	18,000	FRIDAY, 25th Aug., at 1 P.M.
* MANCHURIA	27,000	FRIDAY, 8th Sept., at 1 P.M.
* MONGOLIA	27,000	SATURDAY, 30th Sept., at 1 P.M.

All Steamers are Equipped with Wireless Telegraphy.

THE P.M. S.S. "KOREA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU on SATURDAY, 27th May, at 1 P.M.

FARES: HONGKONG to LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH and MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application.  
To European Points: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Points: Commissioned Officers of the United States Army, Navy, U.S.P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points:—Missionaries and their families.

## INTERMEDIATE SERVICE.

PERSIA ..... 9,000 Tons ..... FRIDAY, 19th May, at 1 P.M.

CHINA ..... 10,200 Tons ..... FRIDAY, 16th June, at 1 P.M.

FRIDAY, 16th June, at 1 P.M.

THE S.S. "PERSIA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 19th May, at 1 P.M.

On the Fine MAIL Steamers, CHINA and PERSIA First Class.

SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG to LONDON via Canadian Atlantic Ports. £43.

HONGKONG to SAN FRANCISCO via New York " " £25.

Through Bills of Lading issued to Japan, North, Central and South American Ports.

For further information as to Passage and Freight, apply to the Agency of the Companies, KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

# TOYO KISEN KAISHA.

IMPERIAL JAPANESE  
TRANS-PACIFIC MAIL LINES.

## SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

## PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	Tons	CAPTAIN	DATE OF SAILING
* AMERICA MARU	11,000	A. G. Stevens	FRIDAY, May 5th, 1 P.M.
* TENYO MARU	21,000	E. Bent	FRIDAY, May 12th, 1 P.M.
* NIPPON MARU	11,000	H. S. Smith	FRIDAY, June 2nd, 1 P.M.
* CHIYO MARU	21,700	W. W. Groves	FRIDAY, June 30th, 1 P.M.

† Triple Screws, turbine engines. \* Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office. THE Twin Screw Steamer "AMERICA MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 5th May, at 1 P.M.

## SOUTH AMERICAN LINE.

(In Connection with NATIONAL RAILWAY OF MEXICO at MANZANILLO). Only Regular Direct Service to MEXICAN, PERUVIAN and CHILIAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	Tons	CAPTAIN	DATE OF SAILING
HONGKONG MARU	11,000	H. Hinokuma	SATURDAY, June 17th, 1 P.M.
KIYO MARU	17,500	H. Nishi	TUESDAY, Aug. 15th, 1 P.M.
BUYO MARU	10,500	K. Hashimoto	SATURDAY, Oct. 14th, 1 P.M.

THE Steamer "HONGKONG MARU" will be despatched for MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE, VALPARAISO and CORONEL on SATURDAY, 17th June, at 1 P.M.

## FARES FROM HONGKONG,

TO SAN FRANCISCO	£ 45-0-0, Single
" NEW YORK	" 60-0-0, "
" LONDON	" 71-10-0, "
" " " " " "	" 123-0-0, Return 6 Months
" " " " " "	" 125-0-0, " 24 "
" SALINA CRUZ or MANZANILLO	Yen. 420-00, Single
" VALPARAISO	Yen. 570-00, "

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense:—

TO EUROPEAN POINTS—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES POINTS—Commissioned Officers of the United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call.

TO ALL POINTS—Missionaries and their families.

(These concessions apply to San Francisco Line Only).

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines and Triple Screws. Record Speed 24 knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, LOCAL MANAGER,  
King's Building (Opposite Blake Pier).

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# OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via KEELUNG, NAGASAKI, KOBE and YOKOHAMA	"TACOMA MARU"	6,178	TUESDAY, 16th May, at Daylight
VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE and YOKOHAMA	"PANAMA MARU"		TUESDAY, 30th May, at Daylight

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
TAMSUI via SWATOW, and AMOY	"DAIGI MARU"	SUNDAY, 7th May, at 10 A.M.
FOOCHOW via SWATOW, and AMOY	"CHOSHUN MARU"	WEDNESDAY, 10th May, at 10 A.M.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROI,  
MANAGER

7031

"The Beer That's Brewed to Suit The Climate"

"Just Try It"

Oriental Brewery Limited  
Hongkong

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# CHEAPEST SUMMER RATES

BETWEEN

## HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st CLASS	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With Option of rail between Steamers' Calling Ports in Japan.

For Further Information, apply to—

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T. KUSUMOTO, MANAGER.

# THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,  
BANKERS, &c.

Head Office for the Far East—16, DES VŒUX ROAD, HONGKONG.

SHANGHAI: 23, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

CHINA OFFICE:—LUDGATE CIRCUS LONDON, E.C.



# 18 CARAT GENUINE ROLLED GOLD JEWELLERIES

OF  
MESSRS. RODI & WIENENBERGER A-G, PFORZHEIM,  
(GERMANY).

Kept in Stock by the Undersigned.

THE GOODS ARE WARRANTED TO KEEP FOR 10 YEARS.  
Sole Representative for China:

**HUGO C. A. FROMM.**

TELEPHONE 960. 4, QUEEN'S BUILDING, TOP FLOOR.

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## POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The Public are informed that the Parcel Mails for the British Post Office at Shanghai and Hankow placed on board the S.S. Asahi have been lost in the wreck.

The Chiguen with the Siberian Mail is expected to arrive here on Sunday, the 7th instant, at daylight.

FOR	PER	DATE
Shanghai, Moji, Kobe and Yokohama	Nile	Thursday, 4th, 9.00 A.M.
Swatow and Shanghai	Lochong	Thursday, 4th, 11.00 A.M.
Singapore	Montrose	Thursday, 4th, 11.00 A.M.
Shanghai, Kobe and Yokohama	Frankfurt	Thursday, 4th, 11.00 A.M.
Singapore, Penang and Calcutta	Lightning	Thursday, 4th, 11.00 A.M.
Singapore	Amchem	Thursday, 4th, 1.00 P.M.
Macao	Sui Tai	Thursday, 4th, 1.15 P.M.
Shanghai	Linan	Thursday, 4th, 3.00 P.M.
Bangkok	Hilios	Thursday, 4th, 5.00 P.M.
Foochow	Yalshin	Thursday, 4th, 5.00 P.M.
Hoihow, Singapore and Bangkok	Pelchaburi	Thursday, 4th, 5.00 P.M.
Swatow, Amoy and Foochow	Haitan	Friday, 5th, 10.00 A.M.
Shanghai, Kobe and Moji	Kutsum	Friday, 5th, 11.00 A.M.

SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA, HOKKAIJIAN AND SAN FRANCISCO (SIBERIAN MAIL TO EUROPE)

Manila, Cebu and Iloilo ... Loongay ...  
Macao ... Sui Tai ...  
Hainan ... Siagan ...

Shanghai SIBERIAN MAIL TO EUROPE ... Chinkun ...

Swatow, Amoy and Tamsui ... Hainan ...  
Singapore, Penang and Calcutta ... Daig Maru ...  
Tientsin ... Nansang ...  
Chiocho and Nanchang ... Kwang ...  
Tientsin ... Cheongching ...  
Swatow, Amoy and Foochow ... Hainan ...

EUROPE, & C. INDIA VIA TUTICORIN. (Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents.)  
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Singapore, Penang and Colombo ... Ali Maru ...  
Swatow ... Hainan ...  
Nagasaki, Kobe and Yokohama ... Yawata Maru ...  
Manila, Cebu and Iloilo ... Rabi ...

EUROPE, & C. INDIA VIA TUTICORIN. (Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents.)  
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)  
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)  
The Parcel mail will be closed on Friday, the 12th inst., at 5 p.m.

Manila, Cebu and Iloilo ... Wingang ...

EUROPE, & C. INDIA VIA TUTICORIN. (Late Letters 11.00 A.M. to 11.30 Extra Postage 10 cents.)  
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA AND VANCOUVER (B.C.) SIBERIAN MAIL TO EUROPE ... Empress of Japan ...

**MONET LITRES**—The Post Office declines all responsibility for unregistered letters containing bank notes or jewelry, and where registration has been neglected will make no enquiries into alleged losses of such (Postal Guide 121).  
Mails for "CANTON," "WUJONG" and "SAMSUNG" will be closed on week-days at 7.30 a.m. and at 6 p.m. until further notice.  
A Mail for MACAO is despatched per Sui An on week-days at 7.15 a.m., on Sundays the mail for MACAO is closed at 8 a.m.  
Mails for NANTAU and SUAN are closed every week-day at 6 p.m.

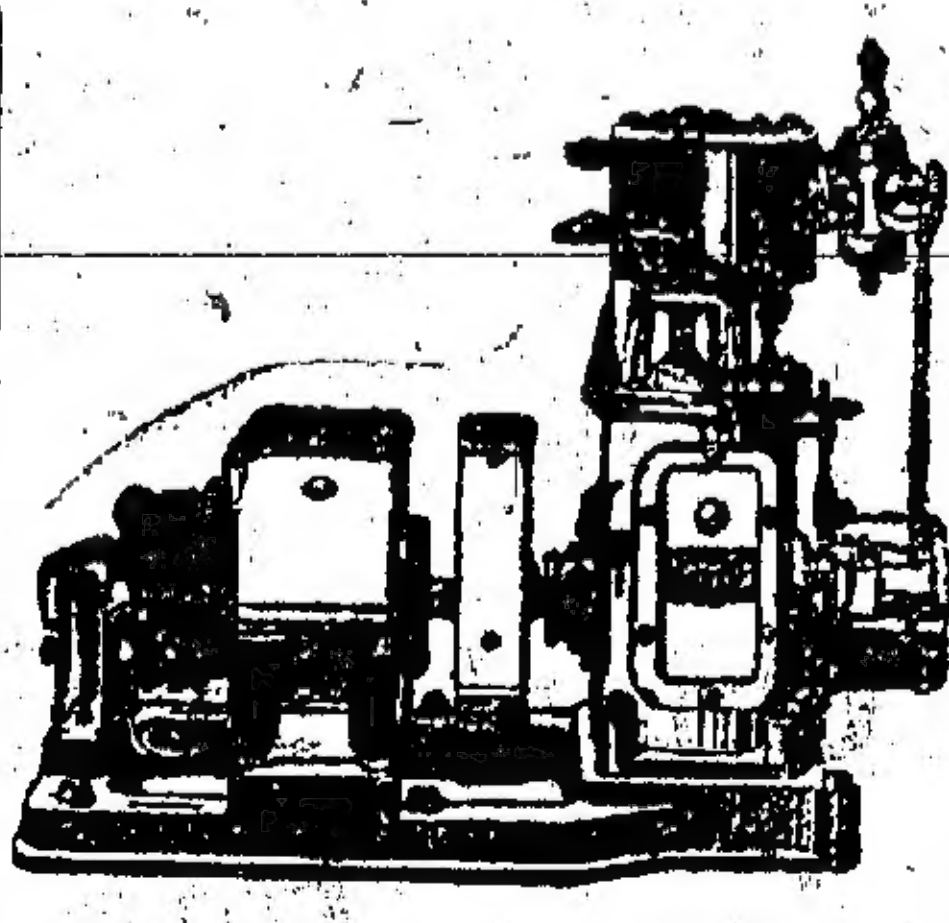
## W. H. ALLEN, SON & CO., LTD., QUEEN'S ENGINEERING WORKS, BEDFORD, ENGLAND.

### MANUFACTURERS OF:—

- Centrifugal Pumps (including Turbine Pumps) driven by Steam-Engines, Electric-Motors or by Belt.
- Condensing Plants of the Surface and Jet Character Driven by Steam-Engines, Electric-Motors or in any other manner.
- Steam-Engines of the Open and Enclosed Type for Electric Lighting, Transmission of Power or for Driving by Belt.
- Continuous Current Dynamos and Motors.
- Centrifugal Fans for Forced or Induced Draft Driven by Steam-Engines, Electric-Motors or by Belt.
- Allen Vertical Enclosed Air Compressors.
- Vertical Oil Engines.
- Allen-Picard, Pictet "Water Turbines."

Full Details and Particulars of any of the above-mentioned Machinery.

**WILLIAM C. JACK & CO., LTD.,**  
AGENTS.  
14, DES VIGUE ROAD CENTRAL, HONGKONG.



## COMMERCIAL.

### EXCHANGE CLOSING QUOTATIONS.

ON LONDON:—	May 3rd.
Telegraphic Transfer	1/93
Bank Bills, on demand	1/94
Bank Bills, at 30 days' sight	1/94
Bank Bills, at 4 months' sight	1/94
Credit, at 4 months' sight	1/10
Documentary Bills at 4 months' sight	1/10
ON PARIS:—	
Bank Bills, on demand	230
Credit, at 4 months' sight	234
ON GERMANY:—	
On demand	185
ON NEW YORK:—	
Bank Bills, on demand	44
Credit, at 60 days' sight	45
ON BOMBAY:—	
Telegraphic Transfer	135
Bank, on demand	135
ON CALCUTTA:—	
Telegraphic Transfer	135
Bank, on demand	135
ON SHANGHAI:—	
Bank, at sight	74
Private, 30 days' sight	75
ON YOKOHAMA:—	
On demand—Pesos	89
ON SINGAPORE:—	
On demand	77
ON BATAVIA:—	
On demand	108
ON HAIKONG:—	
On demand	14
ON SAIGON:—	
On demand	85
ON BANGKOK:—	
SOVEREIGNS, Bank's Buying Rate	\$10.95
GOLD LEAF, 100 fine, per tael	\$37.10
BAR SILVER, per oz.	\$24.10
SUBSIDIARY COINS.	
Chinese ... 20 cents pieces	per cent.
Chinese ... 10	\$6.90 discount.
Hongkong ... 20	\$6.72
Hongkong ... 10	\$6.95

## SHARE LIST.—QUOTATIONS.

HONGKONG, MAY 3rd, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.
<b>BANKS.</b>				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$99.00
National Bank of China, Limited	99,925	47	all	\$82.10/-
China Borneo Company, Limited	60,000	\$12	all	\$9, sales
China Light and Power Company, Limited	50,000	\$1	all	\$11.10, buyers
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$7.1, sellers
<b>COTTON MILLS.</b>				
Woo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 85.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$63, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	all	Tls. 48.
Laou-Kung-Mow C. Spinning & Weaving Co., Ltd.	8,000	Tls. 100	all	Tls. 57.
Soy (Loo) Cotton Spinning Co., Limited	20,000	Tls. 50	all	Tls. 22.
<b>Dairy Farm Company, Limited</b>	40,000	\$74	\$6	\$20.
<b>DOCK AND WHARVES.</b>				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$52, sellers
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$57	all	\$55.
New Amoy Dock Co., Limited	10,000	\$64	all	\$64, buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 65.
Shanghai & Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 85.
Farwick & Co., Limited	18,000	\$25	all	\$25, buyers
Green Island Cement Co., Limited	400,000	\$10	all	\$13, sellers
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$19.
Hongkong Electric Co., Limited	60,000	\$10	all	\$12.1, div. sol.
Hongkong Hotel Company, Limited	8,000	\$50	all	\$115.
<b>MANILA METROPOLIS HOTEL LIMITED</b>	15,000	P. 10	all	\$175.
Hongkong Ice Company, Limited	50,000	\$25	all	\$185.
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$17.
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$7, buyers
<b>INSURANCES.</b>				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$180.
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$120.
China Traders Insurance Co., Limited	24,000	\$83.33	\$20	\$105, x div. buy.
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$330.
North China Insurance Co., Limited	3,000	\$15	\$5	Tls. 162.
Union Insurance Society, Limited	12,000	\$250	\$10	\$15, x div. buy.
Yangtze Insurance Association, Limited	12,000	\$100	\$20	\$190, buyers
<b>LANDS AND BUILDINGS.</b>				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$95, sellers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$6, buyers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$28, sellers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 99.
West Point Building Co., Limited	12,500	\$50	all	\$47.
<b>Mining.</b>				
Societe Francaise des Charbons du Tonkin	16,000	Pes. 250	all	\$700.
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$3, sellers
Peak Tramways Co., Limited	25,000	\$10	all	\$11.
Philippine Co., Limited	50,000	\$10	all	\$1.10, buyers
<b>REFINERIES.</b>				
China Sugar Refining Co., Limited	20,000	\$100	all	\$105, sellers
Lexon Sugar Refining Co., Limited	7,000	\$100	all	\$20.
<b>STEAMSHIP COMPANIES.</b>				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$10, buyers
Douglas Steamship Co., Limited	20,000	\$50	all	\$19.
Hongkong, Canton & Macao S.B. Co., Ltd.	80,000	\$15	all	\$24, sales
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	64, sol. (1 don.
Shell Transport & Trading Co., Limited	60,000 def.	\$1	all	88/9
Star Ferry Company, Limited	10,000	\$15	all	\$25.
South China Morning Post, Limited	10,000	\$10	all	\$16.
Steam Laundry Company, Limited	6,000	\$25	all	\$25.
<b>STORES AND DISPENSARIES.</b>				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10.
Wm. Powell, Limited	15,000	\$7	all	\$3, buyers
Watkins, Limited	10,000	\$10	all	\$5, sellers
A. S. Watson & Co., Limited	90,000	\$10	all	\$6, buyers
Weissmann, Limited	5,000	\$10	all	\$12, buyers
H. Price & Co., Ltd.	15,000	\$10	all	\$12, buyers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	all	\$300.
Union Waterboat Co., Limited	100 shares	\$10	all	\$64.
<b>RUBBER.</b>				
Para Rubber in London	Daily Wire			5 1/2 per lb. quiet
<b>Loans.</b>				
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7 1/2 p. annum	Par.
				VERNON & SMYTH, Share-Brokers.
<b>TO-MORROW</b>				
8 P.M.—Old Allgynian Dinner at the Grand Hotel.				
<b>FORTHCOMING EVENTS.</b>				
Saturday, 13th May—Annual General Meeting of Hongkong Gun Club, 5 P.M.				
Saturday, 24th June—Extraordinary General Meeting of the National Bank of China, Ltd. 12.30 P.M.				
<b>OPIUM.</b>				
				April 26th.
Quotations are:—				
Malwa Old	42,200/250 per pionl.			
Malwa Old	42,200/250			
Malwa Old	42,300/250			
Malwa Y. Old	42,350/250			
Persian fine quality	\$1.150			
Persian extra fine	\$2.025			
Patna New	\$2.350	per chest.		
Patna Old	\$2.350			
Patna New	\$2.350			
Benares Old	\$2.350			

## THE CIGARETTES OF DISTINCTION Bouton Rouge and Felucca



A LUXURY TO  
THE MAN  
OF TASTE

IN 50's & 100's

HERMETICALLY SEALED BOXES

AT \$4.20 AND \$2.80  
PER 100

FROM ALL TOBACCONISTS.



## THE NESTLÉ & ANGLO-SWISS CONDENSED MILK CO. CHAM (SWITZERLAND) AND LONDON.



STERILIZED  
NATURAL MILK.

A trial of which will satisfy you of its  
EXCELLENCE.

PRICE:  
20 Cents Per Tin.  
\$2.30.....Per Doz. Tins.  
\$20.00.....Per Case of 4 Doz. Tins.

ON SALE AT—  
LANE, CRAWFORD & Co.  
KWAN YEE, Queen's Road Central.  
CHEONG TEE, Queen's Road Central.  
NAM YEE, Queen's Road East.  
NAM HING LOON, Queen's Road Central.  
MUTUAL STORES, Queen's Road Central.  
HONGKONG CO-OPERATIVE SOCIETY,  
11, Canino Road.

## GILLON'S "KING WILLIAM IV." V. O. P. SCOTCH WHISKY.

THIS WHISKY IS ACKNOWLEDGED TO BE

THE FINEST

LIQUEUR WHISKY ON THE MARKET.

GUARANTEED TO BE

25 YEARS OLD.

SOLE AGENTS:

**H. PRICE & CO., LTD.,**

12, QUEEN'S ROAD, CENTRAL,  
HONGKONG.

Hongkong, 1st May, 1911.

## HONGKONG TIDE TABLE.

From May 4th to 10th, 1911.

Days of Week.	HIGH WATER.			LOW WATER.		
	Day of Month.	Time.	Height.	Day of Month.	Time.	Height.
Thurs.	4	h. m.	ft. in.	h. m.	ft. in.	
	5	3 8	4 1	5 23	3 9	
Fri.	5	3 36	6 8	8 56	1 1	
Sat.	6	3 49	6 3	10 16	1 2	
Sun.	7	3 41	6 0	11 17	1 3	
Mon.	8	3 44	5 5	12 17	1 4	
Tues.	9	3 44	5 5	1 0 45	1 6	
Wed.	10	3 44	5 5	1 16	1 8	
	8	3 44	5 5	2 14	2 5	

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, May 3rd.

	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer	29.91	29.97	29.92
Temperature	71	72	74
Humidity	94	93	87
Wind Direction	East	E	E
Force	3	2	3
Weather	od	od	o
Rain	—	0.24	—
Highest open air Temperature on 2nd...	73		
Lowest open air Temperature on 2nd...	70		

## ON SALE.

A TABLE OF THE  
RATES OF EXCHANGE AT  
HONGKONG  
For Demand Drafts on London on the day of  
or preceding the departure of the English  
Mails; also Table of the Yearly  
Approximate Averages for 36 years  
From 1874 to 1909.  
Price \$2 Cash. On sale at the "DAILY  
PRESS" Office, or Local Booksellers.

Printed and Published by ALFRED NORMAN KEMP for the Concerned at 10A Des  
Vaux Road Central, Victoria, Hongkong; London Office, 151, Fleet Street, E.C.